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The Boycott on Stockholm

Secretary Lansing's refusal to grant passports to American citizens wishing to attend Socialist peace conferences in Stockholm has been completely justified. There has never been any excuse for American participation in these conferences. They have been obviously mere annexes to Germany's dishonest peace diplomacy. Through them the German government has hoped to start discussions of peace terms which might develop clashes among the Entente powers.

The Teutonic delegates to these gatherings are government agents first and Marxists and pacifists afterward. The German and Austrian governments have never stated their peace terms. They cannot state them without creating violent dissension at home. They are not in the least committed to proposals which the Teutonic Socialists carry to Stockholm. Those proposals will be repudiated whenever and to whatever extent the two Kaisers may think it to their advantage to repudiate them. It is not Germany's purpose to accept the principle of no annexations and no indemnities so long as she believes she has the power to insist on annexations and indemnities. The only thing to which Germany will yield is force. The sham peace terms which the German Socialists offer at Stockholm represent mere diplomatic windöw-dressing. They will serve their end if Socialist delegates who speak for Entente powers can be induced to return home committed to advocating peace on the basis of illusory German promises.

The first Stockholm conference was a fiasco. No second one would have been possible except for the fact that the Russian Provisional Government seemed willing, until very recently, to stand sponsor for it. When the call for the second gathering was issued the ultra-Socialistic and pacifist elements were in the saddle in Petrograd. Now their power is waning. A new Cabinet has been formed, more militant in spirit and much more distrustful of German peace propaganda. Kerensky, as *ad interim* dictator, is pledged to continue the war. He has not thought it advisable to prevent Russian Socialist delegates from going to Stockholm. But he has officially assured the other Entente powers that these delegates will go merely as members of the international Socialist organization, and that the proposals they may make and the conclusions they may assent to will not be binding in any way on the Russian government.

The chief argument in favor of sending French and British delegates to the second conference has been that such action was due as a courtesy to the new Russian régime. There are in France and Great Britain, and in Italy as well, strong Socialist organizations, affiliated with the so-called Internationale. British labor leaders like Mr. Henderson have urged participation in the conference for the purpose of unifying the Socialist groups of the various Entente nations and unmasking the German Socialists.

But the Henderson programme has been wrecked by the publication of the Russian government's semi-repudiation of the conference. He stands convicted, apparently, of having misled his own following as to the real status of the Stockholm gathering. That gathering can now be hardly anything but a replica of the first conference—a futile comedy. Its prestige is gone. It can no longer promote Germany's stealthy and perfidious peace diplomacy, since the Allied governments are now one in declaring its peace negotiations inconsequential and negligible.

What Great Britain and France may do in the way of boycotting the conference is their affair. In each country there is a considerable Socialist element which has been loyally supporting the war and which apparently desires to send spokesmen to Stockholm. The wishes of that element may be entitled to some consideration. Here in the United States the situation is entirely different. Our Socialists have not been supporting the war. They have not thrown in their lot with the nation. They are pacifists and anti-nationalists. Many of them are openly in sympathy with Germany. Many of them are suspected of being German agents. They are entitled to no consideration whatever at the hands of the government. The presence at Stockholm of delegates representing the Socialist party of the United States—an agency of pro-German propaganda—would in itself be an intolerable scandal.

The Socialist party here is an exotic. It is a close corporation, in the control of naturalized citizens, mostly of German affiliations, whose ideas are frankly un-American. Unlike any other American political organization, the Socialist party proper is a club, in which a member can have no standing unless he pays dues. The Socialist candidate for President polled 900,000 votes in 1912 and nearly 600,000 in 1916. But the real membership of the party is only about 60,000. It is a limited association, tyrannical in its administration, flagrantly Teutonic in its methods and predilections. Its national secretary has just been arrested on charges of sedition. Its official weekly publication, "The American Socialist," has just been excluded from the mails for violating the espionage law. Its ranks are full of slackers and disloyalists.

Such a body is entirely misrepresentative of America. That it should ever pose before the world as expressing the feeling of any substantial class of our citizens would be degrading to our self-respect. Secretary Lansing has seen to it that no delegates of this seditious, alien association shall go to Stockholm with our government's consent. For that he deserves the thanks of every good American.

Sounding Boards for German Schemes

In backing the popular demand for the suppression of the German press in this country Colonel Roosevelt hits on what is really the essential point in the controversy. "In this country now," he says, "there is no room for 50-50 men, who are half German or half American. We must be all American or all German, and nothing else." Let the papers be published by all means, but in the English language, "that we shall all know just what they are saying and doing."

There is the whole matter in a nutshell. Americans with German blood in their veins—Colonel Roosevelt himself is one of them—are, of course, as he insists, "entitled to exactly the same treatment as other Americans" as long as they are "nothing but Americans"; but while we are at war we can tolerate no enemies among us and no divided loyalty.

How confidently our avowed enemies count on the coöperation of the German-American newspapers in creating dissension in the United States they themselves have declared openly. "The German-Americans," said the "Cologne Gazette" only a few weeks after we went to war, "constitute a sounding board for the German propaganda such as exists in no other enemy country, and they introduce into American feeling a factor of prudence and reserve which often already has been a matter of despair for Mr. Wilson and his English friends. *We can be certain that now, also, they will be at their posts.*"

Apparently there were Germans who foresaw some difficulty in keeping these good servants of the Fatherland at their posts after war was once declared, the danger being that the whole country would be united in a common purpose. They were accordingly reassured as follows: "In all this our best allies will continue to be the German-Americans, whose services to the German cause can be underestimated only by crass ignorance of American conditions—ignorance which, indeed, is no rarity in many German circles. Good Americans as, of course, they are, our fellow countrymen have hitherto pursued no separatist policy; accordingly they do not constitute any self-contained national group in the political life of the Union, which is not a state of nationalities. All the greater, however, is consequently their indirect influence."

This was putting the case at the worst in the German sense. If the writer had followed more closely the recent endeavors of some of the "good Americans" he counted among his "fellow countrymen" he would have had no difficulty in presenting the future of German propaganda in a more hopeful light. In the early days of the war his able colleague the late head of the "New-Yorker Staats-Zeitung" spoke plainly of his desire to draw German-Americans together into a compact body, and after the German bazaar in this town the present publisher boasted loudly of the establishment of "an integrated German America," which would prove to be a great power here. Indeed, so confident did he feel of the future that he did not scruple to warn ordinary Americans that the new German confederacy was an achievement of *deep political significance.*

It suits the "Staats-Zeitung" at present, as it suits Viereck and a number of minor propagandists of his type, to pose as the most disinterested and purest of Americans; but long before we went to war they declared themselves before the world, and no amount of wriggling now can change their shape. There is, as Colonel Roosevelt says, no room here for disloyal men; nor do we want "a sounding board for German propaganda." The German editor who assured his readers that no such sounding board existed in any other country was right. It would not be tolerated elsewhere, and least of all would anything equivalent to our German press be tolerated in Germany. Let the German papers be printed in English, even though the language of the country that is still ours may tend to disintegrate the newly established "German America."

Extremes in Ireland

The capture of another seat in the House of Commons by the Sinn Féin party is a matter of little moment, except in so far as it helps to advertise the new movement. Kilkenny City, a small constituency of little more than a thousand voters, has long been a stronghold of Sinn Féinism, and the result was manifestly inevitable. Only the other day the Kilkenny corporation conferred the freedom of the city on Mme. Markievicz. In short, it was plainly useless for the Nationalist party to contest the seat, for Sinn Féin was bound to win in Kilkenny if anywhere.

For moderate men in Ireland there is one consolation, namely, that if the republicans have gained ground of late the extremists on the opposite side are still as powerful as ever. There are, as Sir Horace Plunkett has pointed out, as many who are opposed to any change at all in the government of Ireland as there are of those who will be satisfied with nothing less than complete independence.

It is to find a middle course that the convention in Dublin was appointed, and there may be enough sober thinkers in Ireland to see that neither of the extreme parties is worthy of unqualified support. The great majority of Irishmen are very skeptical of the possibility of arriving at any useful conclusion. That is quite understandable, but it is too early to despair of an agreement of some sort. Whatever may be the outcome, it will undoubtedly be submitted in the end to the Irish people generally for popular approval. Nothing is to be forced on them against their will, and the truest Irishmen will doubtless agree that a settlement by common consent would be infinitely preferable to any scheme involving the coercion of a considerable body of their compatriots.

A Square Deal for Actors

The acceptance of the Actors' Equity Association's form of contract, to which the United Managers' Protective Association has just agreed, signifies a long step forward in the economic life of the players. To the ordinary citizen the actor appears to be a favorite of fortune. Little is known of his—or her—struggle to get engagements and to hold them after getting them, of the weeks of rehearsal without pay, of the cuts in salary when business is not good, of the arbitrary dismissals after weeks of unpaid rehearsal, of the numerous expenditures for costumes or costume accessories which eat into salaries. This unfamiliar darker side of the actors' life is destined to be mitigated to a considerable degree under the terms of the agreement reached by a committee representing all the important producers in the city and a committee representing the Actors' Equity Association, which numbers among its members humble players as well as stars.

Hereafter there will be no unlimited rehearsal without pay. After four weeks the players will receive one-half the salary which their contracts call for during the run of the piece. Nor will there be any half-pay during Christmas and Holy weeks; if the piece runs, full salaries will be paid. The first ten days of rehearsal will be considered a probationary or trial period; if the actor survives them he will be considered engaged and not subject to summary dismissal, nor will it be permissible for a manager to discharge an actor arbitrarily and without notice during the run of a play. On the other hand, an actor may not jump his contract and go to some better engagement without proper notice. There will be a limitation on the time for which a manager having a player under long-term contract may hold him without furnishing an engagement, and many minor modifications of existing conditions.

These changes are not all for the benefit of the actors; the managers will profit by them also—they will profit perhaps more than they now realize, because the large body of actors on whom they must depend will become less shifting, more independent, economically more stable. For the actors this new order of things presents many reforms for which they have been fighting for years. Their victory—for it is one, even though brought about by conciliation and reason rather than by downright conquest—should be hailed with gratification by the public, just as is any other distinct advance in the working conditions of a large group in the labor world.

Suppress Them!

(From the Des Moines Capital)

Before this war has gone on much longer the government of the United States will, in self-defence, be compelled to prohibit the printing of newspapers, books and pamphlets in the German language in the United States.

If the disloyal German language newspapers are not suppressed before our wounded boys begin to come from Europe, the boys will do for the German press what the boys of '61 did to the Copperhead press.

There are people who continue to consider this war a primary election. This country makes no apology to anybody for insisting upon loyalty. We are entitled to have it. We are going to have it.

One of the first and one of the best moves should be the closing of every German language printing office in the United States.

This is not a question of the beautiful words of Goethe and Schiller; it is a question of taking care of our homes and firesides in old U. S. A.

Colonel Roosevelt has suggested that the German language newspapers be compelled to print their editorials in English as well as in German. That is a good suggestion, so far as it goes. But these German editors would find so-called lawful means and so-called legitimate language in which to express their treason. If this country intends to live and do business we must clean house. If we are going to have Russia in the United States we want the trouble to begin in order that the brave men of America may settle it.

There is not a loyal German language newspaper in America.

Another Geddes Legend

(From The Manchester Guardian)

The Geddes legend abounds in stories of his cutting of red tape and triumphs over army officialdom, and of the suddenness and rightness of his work as Director General of Transportation in France. But the army has its own Geddes legends. Here is one story of his, given with all reserve, but told freely in army messes. Military rank was given to Sir Eric when he went to France. He became in one day a major general. The story is that he was pacing up and down in front of his headquarters thinking out his railway plans that did so much for the victory of our army, and every time he passed the sentry presented arms. After a bit this got on Sir Eric's nerves, but he did not know how to stop it. At last a corporal with whom he had some dealings delivered a letter to him, and Sir Eric remarked to him that the sentry kept on lifting his rifle every time he passed, and that it must be a nuisance. The corporal tactfully replied that the sentry would stop presenting arms if the general acknowledged it in the usual way (demonstration with arm). The general duly made the acknowledgment and the sentry ceased from troubling. This story was told at one mess to the delight of every one except one middle-aged lieutenant of the old army, who, whatever his gifts, had apparently not been appreciated by his seniors. He was very angry, and, striking the table, said, "And that's what comes of making a damned railway porter an officer."

The United States Navy From 1840 to 1917

By Gherardi Davis

I.—THE OLD NAVY

Seventy-five years ago last year the United States launched its first two modern men-of-war—the Missouri and the Mississippi. They were not our first steam war vessels, for Fulton, in 1814, had constructed the Demologos, a floating battery, propelled by a paddle wheel in the centre of the ship and working in a well on a line with the keel. This wonderful craft, which is depicted in some detail in Stuart's book on "Naval and Mail Steamers of the United States," actually did steam outside of Sandy Hook, making from four to five knots an hour. But she was far ahead of her time, and she was laid up at the New York Navy Yard, where she was ultimately completely destroyed by fire.

When I say the Demologos was far ahead of her time I am reminded of what Fenimore Cooper says in his introduction to the "History of the United States Navy," written in May, 1839. He there draws a very dismal picture of the application of steam power for the propulsion of warships. He says, toward the end of his remarks on the subject: "In a word, while the introduction of steam into naval warfare will greatly modify maritime operations, it is by no means likely to effect the revolution that is supposed." Cooper had previously asserted that "Like most novel and bold propositions, this new doctrine has obtained advocates, who have yielded their convictions to the influence of their imaginations, rather than to the influence of reflection. Even in estimating the power of steam vessels in calms, as opposed to single ships of no great force, there is much exaggeration, as historical facts will amply prove."

A False Prophet

Cooper had been a naval officer himself; he was a man of considerable ability; but, above all, he was imaginative, as his sea novels and his Indian tales most clearly show. He must have seen a great many large river and Sound steamboats in the harbor of New York, for by 1839 steamers to Albany and Providence were very numerous. Coastwise steamships were far from being a novelty, and ocean steamers were already in existence, even if not as yet very successful or practical. The United States Navy had one steam warship, the Fulton II, which was not at all a failure, and which, after being cut down (razeed, as the old term goes), was afloat until 1861. Thus, at first blush, it seems strange that Cooper should have taken the view he did, when no longer actually under the influence of the sailing navy and its traditions. But let it be remembered that from the days of the Argonauts and of the Phœnicians, who first sailed around the Cape of Good Hope, until only a generation before Cooper wrote, vessels had never been driven at sea for any great distance except by sail power, and the development of the steam engine on shore was in its infancy. Even so wonderful a man as Napoleon, who had no associations whatever with the sea, failed to grasp the advantage of steam power on ships; but let us leave it to those who write novels to describe what might have happened to the history of the world had Napoleon let Fulton build him a fleet of steam vessels.

It was not easy for a sailor to cast aside all his traditions of thousands of years for a new notion, and it will be seen later on that fifty years after Cooper wrote what I have quoted the old traditions were clung to by all navies as far as sails are concerned. For when even we built our new navy we gave vessels like the Chicago and Newark, although twin-screw ships, a fairly full rig, either ship or bark. There might be an excuse for sails on a single-screw vessel, but on a twin-screw ship an excuse would be hard to find.

Our First Effective Steam Warships

While the screw, as a means of propulsion, was well known in 1840 (even twin-screws were experimented with by Colonel John Stevens very early in the nineteenth century) our first effective warships driven by steam power had paddle wheels. In 1841 were launched the Mississippi and Missouri, and several years later another couple, the Powhatan and Susquehanna, were launched. These ships were built of wood, with very heavy oak ribs and beams, and heavy framing for their engines. In fact, they were as solid as any vessel could be, and they were very successful. They had a speed under steam of from about 8 to 13 knots, the newer vessels, which were also rather the larger, having the better speed. One great objection to paddle wheels was that they offered a very substantial target to an enemy, and thus gave him an opportunity to cripple the ship's motive power; and yet, strange to say, I believe there is no case on record where damage to a paddle wheel brought about the loss of the ship in action. A more serious objection was the great reduction in the ship's open broadside, carrying with it a corresponding loss in the number of guns. These vessels immediately proved not only their usefulness, but also their vast superiority over vessels propelled by sails, and when Perry went on his famous expeditions to Japan he had with him the Mississippi, Susquehanna and Powhatan. The Missouri was burned in the harbor of Gibraltar in August, 1843; her sister ship, strangely enough, also was burned, at Vicksburg in 1863.

The Powhatan and Susquehanna saw a great deal of service during the Civil War, and the former remained in active service until well on in the eighties. About 1880 I was on board of her many times with my friend Lieutenant (now Admiral) Fiske, when she was lying at anchor in the North River. Her engines were inclined and very much like those on some East River ferryboats still running, and her speed was about 13 knots. The engines were economical and strong and simple. The engines of the Mississippi were of the side lever type—that is, inverted beam engines.

Another paddle steamer built in the fifties was the Michigan, which remained on the Great Lakes during her entire career, with her original engines. She was built of iron. She was quite a feature at the Chicago Exposition in 1893.

Princeton and San Jacinto

Prior to 1850 were built two other ships, both screw-steamers, one of which, the Princeton, is best known because of the terrible accident caused by the bursting of a large gun on her deck; the other, the San Jacinto, saw much service in the Civil War, and is, of course, connected in the mind of every American with the Trent affair. The Princeton was a vessel with many new features, but she had but a short life, although she saw a little service in the Mexican War. Her Ericsson engines were of a novel type, too complicated, however, to be explained without diagrams.

With so practical a beginning, it would have been natural had the Navy in the next ten years made very great strides in the development of steam warships, but while we discarded paddle-wheels for screws and built many fine vessels in the period from 1850 to 1860, we produced but one ship that was at all novel in her design. This was the Pawnee, a third class sloop of war, of about 1,300 tons displacement. She had twin-screws. There screws were driven by gearing from one large gear wheel, which itself was driven by a horizontal engine, the gearing being arranged so as to increase the engine speed, not decrease it, as is the case to-day. Of course, under this system both screws went ahead or astern at the same time, but, crude as it was, the ship was handy and proved very useful, and as has been so often the case, our Navy was far ahead of the merchant marine in this use of twin screws. I will add that a number of our screw vessels, especially the faster ships, were driven by a gear-system of power transmission, but, furthermore, many of our larger ships were supplied with two-bladed screws, which could be hoisted up into a well, forward of the rudder-post, so that the ship's speed under sail should not be impeded by the drag of the screw.

Still a Wooden Navy

Iron in ship construction at this time was almost unknown with us, and our Navy in 1861 was a wooden navy, with only auxiliary power on the larger ships. The hulls were modelled on the lines of sailing vessels, and with speed as such considered an all important feature. Beautiful clipper bows were the rule, the lines of which no European nation ever surpassed. The sterns on most American ships were usually far from handsome.

To return, however, to the fleet which was built between 1850 and 1860, the following is a brief outline of what was done. In 1855 the Niagara was launched, a vessel rated at 4,500 tons, ship rigged, with two funnels and a battery of XI-inch guns. She is best known as having been the American cable-laying ship in 1857. The Niagara was a very large sloop of war—that is, her guns were all on her spar deck. Next came the Colorado class, consisting of five frigates of about 4,700 tons displacement, and of only about nine knots speed under steam. These splendid ships, with raised poops and forecastles, heavy spar deck and main deck batteries of IX-inch guns, were, for their day, very formidable. They were full rigged ships, with every sheet, halliard, brace and stay that ever a sailing ship carried. Under sail they must have been as glorious a sight as any ships that ever sailed on blue water. The Colorado was Receiving Ship at the New York Navy Yard in 1879 and later. Her gun deck was not so very different from those of Nelson's frigates, except that the guns were very much heavier. I can recall distinctly the after part of the gun deck, with the huge capstan (with shot and water buckets on its upper rims) near the gangways leading to the spar deck; the bright brasswork on the guns and their shining, well varnished barrels; the deck as white and clean as ever a lady's parlor floor was kept; the fire buckets, handspikes, capstan bars and all the other implements of an old-fashioned sailing ship—many now forgotten, even on wind-jammers, where motors do much of the work once done by hand. She was then near her end, her timbers were infested with ants, and it was not long before she was broken up or burned for the metal that was in her.

First Class Sloops

In 1857 were launched a number of first class "sloops," as they were then called, of which the Hartford is the best known. She still exists, and will, it is hoped, last with the Constitution as long as she can be kept together, like the Victory, in England. She was far more of a real cruiser than were the frigates, for she and her sister ships (they were not all exactly the same) were of about 3,000 tons displacement, and had a speed of over nine knots. Their batteries were heavy for vessels of this size, but in this respect the Navy was carrying out its policy of the War of 1812. It was a sight to delight a sailor, as it astounded a landlubber, to see one of these ships approach the Brooklyn Bridge and lower her lofty topgallant masts to get under, and then raise them again.

The next year came the famous Iroquois class, of over 1,500 tons and with eleven knots speed. Known as second class sloops, they were the ablest of the smaller vessels in the old navy. They had very substantial batteries, good speed and could keep at sea a very long time. I cannot help mentioning here that the Kearsarge, built after the war commenced, was a duplicate of one of this class. These vessels originally were rather undersparred, and, as a matter of fact, the Kearsarge, as she is most usually pictured, is not shown as she appeared in the action with the Alabama. Her masts, subsequent to that event, were considerably lengthened, and topgallant yards added. Later still she was given a raised poop and forecastle, a change made in a great number of the smaller ships, as it made them dryer and increased the cabin-space considerably.

In this same year, 1858, was launched the Narragansett class, much smaller ships, of exceedingly graceful lines and very efficient.

After Twenty Years

This, then, was the result of twenty years of naval construction. We had developed a very excellent small navy of steam propelled ships, nearly all of which were full-rigged sailing vessels, many of them quite capable of making as much speed under sail as under steam. Many old sailing ships of war were in commission, the best known being the Constitution and Constellation. The Navy was now to enter in on a period as terrible as it was exciting, for war was at hand.

When, in 1861, the storm of the Civil War burst upon the country, there were in the Navy twenty-six steam warships, many of them thousands of miles away from the Atlantic Coast. They constituted the entire active United States Navy. For, of course, the sailing vessels were of very little value, although on occasion, under tow, in the early days of the war, they rendered service as floating batteries, and on a few occasions carried on successful enterprises under sail.

All these steamers were launched during the twenty years preceding the war, and during the next four years nearly all were more or less actively engaged in blockading, sea fights and actions like those on the Mississippi and at Mobile Bay. The Lancaster remained in the Pacific during the entire war. The old Fulton II fell into the Confederates' hands at Pensacola, but she was valueless, except for her guns; but the Merrimac, which was also lost by the abandonment of the Norfolk Navy Yard, had a very different story to tell, after she had been altered to an ironclad.

The United States immediately began to enlarge the fleet, not alone by new vessels, but also by improvised warships. Almost literally hundreds of merchant vessels were turned into warships. For blockading purposes anything that could carry a couple of guns was used, even New York Harbor ferryboats. And in all this I am speaking only of the Navy on the high seas—not that which did its work solely on the great rivers. The Iroquois class was largely increased and included the Kearsarge and the Oneida. The Kearsarge was always noted for her success, while the Oneida, as is sometimes the strange fate of a ship, was always unlucky.

I can name but a few of the ships that were thus added to the Navy without going into too many details. Old naval officers who may read these lines will remember with more or less affection the Juniata, Monongahela, Ticonderoga and the Shenandoah, the latter as trim a ship as ever flew the Stars and Stripes. Of the Juniata class was the Housatonic, sunk off Charleston by a David, a very primitive submarine, for submarine warfare was carried on after a fashion off that port.

"Double-Enders"

Among the many ingenious inventions of Civil War days were the so-called "double-enders," a class of vessels built with bow and stern alike and with a rudder at each end. These vessels were paddle steamers, and their design enabled them with great readiness to go up and down the crooked estuaries and rivers of the Southern coasts without turning. This facility of manœuvring (it was, of course, copied from the well-known ferryboats) was frequently invaluable. The double-enders were built in very considerable numbers, and of various dimensions, the largest being of 1,350 tons. Of these last the Monocacy represented the United States on the rivers of China for a period of time hardly to be measured by human life. Beauty they did not have, any more than did the old Powhatan, and some of them were very badly handled in various fights, but their utility was very great.

All these and many other vessels were of wood, and a goodly number, particularly the so-called "ninety-day gunboats" (so named because of the speed with which they were built) were of green timber, which deteriorated so fast that the gunboats hardly lasted out the war.

The Monitor

The most interesting of all the developments during the Civil War was unquestionably the Monitor type of ironclad. It is idle to discuss whether any one preceded Ericsson in devising a turret as a casemate for a gun on shipboard. The fact remains that the first practical application of a turret ship was Ericsson's Monitor, and her efficiency was shown in a most substantial manner on March 9, 1862, in Hampton Roads. The threatened ruin of the Northern fleet of wooden ships was put an end to by the outcome of the engagement between the Union Monitor and the Confederate Merrimac. It will ever be famous as the first engagement between ironclads, even if it did not result in the destruction of either ship. Both ships were practically invulnerable, and to this day there are but few cases on record where the turret of a ship was pierced by an enemy's shot. Little did Ericsson or any naval officer realize that in time only turrets would be used on warships to protect the heavy guns. Many millions were wasted by European nations on broadside, seagoing ironclads before the turret system impressed itself on naval constructors as the only one worth considering.

No ships were ever subjected to harder or more continuous fire than our Monitor fleet off Charleston. It is true that many an officer condemned the monitors, and they certainly had many defects. But these defects never led to their destruction. Their low freeboard made them most uncomfortable in a seaway; their ventilation was imperfect—electrically driven fans were unknown in those days; they steered badly; their guns could be worked only very slowly, a defect due, however, mainly to the fact that the guns were muzzle-loaders; they were not very fast. All this is quite true, and yet only the original Monitor was lost at sea, and the Weehawken sank in fairly smooth water on a clear day off Charleston through mismanagement on board. The double-turreted Miantonomoh in 1866 steamed to Europe and back; the Monadnock steamed to San Francisco that same year, while a third double-turreted monitor, the Onondaga, was sold to France in 1866, and went across the Atlantic without any difficulty.

Exaggerated Expectations

If the criticisms were not wholly justified, so too the possibilities which some officers expected from the monitors went too far the other way at times. It must be remembered that a single-turreted monitor was a very small ship, the Passaic and Nantucket, for example, being of 1,875 tons; the largest ones, like the Manhattan, of 2,100 tons displacement. But a great many were built, and all those of the Ericsson model were successful. Of course, I am speaking only of the sea-going not the river monitors. Only a few of the double-turreted monitors saw much service, as they came too late in the war to be of much use. One class of light draft monitors was a complete failure: they would not even float. Another monitor—the Keokuk—built with low freeboard, tumble home sides, and two truncated cone-shaped towers (each holding one XI-inch gun) was smashed to pieces and sunk in her first action off Charleston.

The Navy built one broadside ironclad, the New Ironsides, which carried a main battery of sixteen XI-inch guns, with some heavy pivot rifles on her spar deck. Her ribs were of wood, and her ends were unarmored; her stern, however, was designed on lines still followed, the object being to protect the rudder, which was entirely under water. This ship's armored sides were considerably inclined, while to her stem was attached a cast-iron ram—as useless as were her tall spars. These latter were very promptly removed. This ship was immensely useful, as her tremendously powerful battery enabled her to completely crush the fire of any guns on shore which she could reach. But she drew so much that she could not get near enough to the enemy to be useful on many occasions, she steered badly and she was slow. Nothing like her was ever attempted again by our Navy, but her armor was never pierced by a shot, and she was hit times without number and she even survived explosion of a torpedo against her hull! She ended her career by being destroyed by fire at the League Island Yard in 1866.

One more ironclad, so called, must be referred to, the Galena. She had a thin layer of armor in strips along her gun deck, too thin to be of much use, and she, in consequence, was a complete failure. In the glorious post-bellum days of politically run Navy yards she was "repaired" into a full-rigged sloop of war, no more resembling the old ship than did that craft resemble a monitor. She was a useful ship, however, as thus reconstructed, and made many a cruise.

Faster Ships

As the depredations of the Confederate cruisers increased the Navy Department began to work out designs of faster ships, of which the two best known are the Wampanoag (launched in 1864) and the Madawaska (1865). These vessels (much less heavily sparred than ships of the same size would have been in 1860) were built of wood, were driven by single screws, and had fine lines, being designed mainly for speed. The Wampanoag did make the extraordinary record of 16 knots and over on the high seas for 36 hours, a speed not equalled for many years. Neither was finished in time to be used, and as after the close of the war such ships were not needed the Wampanoag, renamed the Florida, soon became a receiving ship at the New London station, and rotted to pieces pretty fast. The Madawaska became the Tennessee, and served as the flag-ship of the North Atlantic Squadson long after she was as out of date as Noah's Ark would have been alongside of her. These ships were originally bark-rigged, had four funnels and a straight stem.

When the war ended in April, 1865, the United States had hundreds of ships in commission, from the New Ironsides down to old ferryboats. A great number of fine large ships were actually under construction, a few were ready for sea, and a few of these were put in commission. The Guerriere, for example, went to sea and brought Admiral Farragut's body from Portsmouth to New York, but nearly all of the huge fleet was dispersed. Some ships were sold and used by their purchasers; many went to the various grave yards of old ships in the several Navy yards, known in the Navy as "Rotten Row." Other ships again were broken up or burned for the iron and copper used in their construction. Many a well known name disappeared from our Naval lists, as the Navy began to go down hill. The country had other important matters on hand: the Navy was forgotten.

In the '80s

In the Navy Register of 1885 we still boasted of twenty-nine wooden ships (including the old Powhatan) in commission or in "ordinary," and nineteen ironclads. Besides these several ships are set forth as not worth repairing. There are on the list a few small iron ships, like the Alert, so well known on the Asiatic station, but not one ship was in any way up-to-date. Not a single breech-loading gun was mounted on these ships, except some small howitzers; not one of the cruisers was even tin-plated. The list represents a picturesque fleet of vessels with beautiful tall spars, long bowsprits, and rigging such as was carried in Nelson's day. Manned though it was by able officers and well trained men, our Navy was nevertheless a farce.

A few monitors were still in commission in the early 80's, like the Nantucket and Passaic. They figured in Naval Reviews, and they looked most formidable. Anchored in Newport harbor, in the still water of the bay, with the sun shining on them, and the graceful reflections in the water of their flags and their snowy white awnings, with the bright dresses of the ladies who might be accepting the officers' hospitality, they really looked picturesque; but they were also grim enough, for their hulls and turrets and smokestacks bore the marks of many an enemy's shots.

For many years at the old Cob Dock, New York, there was a row of XV and XX inch guns, worth nothing except as old iron, but reminiscent of what in former days was great gun power. All this is gone into history, together with Ericsson's vibrating and Isherwood's back-acting engines and the endless bitter controversies over their respective merits, as bitter as more recent controversies on electric drives.

Dry Rot

If dry rot in their unseasoned timber brought many a handsome ship to an early a grave, dry rot in the Navy Department brought our Navy to a very low ebb. Politics and politicians helped pull the Navy down, not lack of spirit among the officers, as politicians so often assert. Of course, after the war the country did not want militarism in any shape, and if the Army was made a skeleton, the Navy was brought almost as low a level. Millions were spent on useless so-called repairs, and under the guise of repairs worthless ships were actually rebuilt into new and equally valueless ships. This was the politicians' doing in the days when men near election time were employed moving a pile of lumber from one side of Main Street at the New York Yard to the other and back again.

But when Garfield became President and Judge William H. Hunt became Secretary of the Navy, the first steps were taken to create a new Navy. Secretary Hunt should be honored as the man who first put new life into the Navy, by having plans for modern ships worked up and discussed. The beginnings were very modest, but the results the Navy exists to-day are glorious.

Train Batteries on Hearst

His Is the Most Sinister Influence in the Country

To the Editor of The Tribune.

Sir: It is gratifying that one American paper has the courage and the patriotism to show up Hearst as The Tribune did in its recent cartoon. I have just arrived here after a trip from the West, and in a dozen cities I heard your cartoon commented on and praised. Why don't all the papers train their batteries on Hearst? Are they afraid? It seems to be a sad commentary on the press of the country. When a colony of rats finds one which commits a wrong the whole outfit destroys the one rat!

Hearst has a dangerous reading public. A few persons read his newspapers because he has comic features that amuse. They look attractive. But there's poison in every one. I occasionally see one on a train where some one has thrown it away. I pick it up by accident. Just now every hyphenate is reading his German "American." They gloat over the attacks on the government. In Chicago, Cleveland and Buffalo the foreigners with a tinge of anarchy in their make-up cull his venomous sheets around with them. As for me, I would no more be found dead with a Hearst paper on me than I would with a ribald rhymes on my person.

Of course his papers have a big circulation. If the laws would permit the sale of papers appealing to the morally vicious with the curtain lifted on the vice so that all its horrid phases might be seen—we would have periodicals with circulations almost equalling those of the Hearst publications. Why the government doesn't suppress his German "Americans" we cannot understand in the Middle West. They glorify everything done by Germany. They play up every bit of news favorable to Germany and play down everything creditable to America. England threw Hearst out of England. Every civilized nation should follow England's example. Because he has a following of a multitude of ignorant, anarchistic aliens the government appears to be afraid of him. I am glad The Tribune is not. I heard a hundred people say that in taking its stand against this particular form of disloyalty, The Tribune is proving that it still shines through the spirit of Horace Greeley, whom some of us remember.

JOHN S. McLAUGHLIN.

Toledo, Ohio, Aug. 8, 1917.

No Muzzle Needed for Hearst

To the Editor of The Tribune.

Sir: The different letters in this morning's issue of your valuable paper about muzzling Hearst and his papers seem almost comical. If those good people who see in this foreigner a foe to freedom would only look about while in the streetcars any morning they would see a cold and concrete form of just what the average thinking person thinks about Mr. Hearst. They will further grasp some idea of just what his influence must be and understand that he himself did not create such influence so much as the public whose ideas and thoughts he so truthfully outlines. Some people prefer a sweet lie to a bitter truth. We need no muzzle for Mr. Hearst.

W. B. O'CONNOR.

New York, Aug. 10, 1917.